

AMENDMENTS TO THE CLAIMS

Cancel Claims 1-20 submitted on July 9, 2003, and add the new claims as follows:

21. (New) A four wheel drive assembly for a vehicle having two pairs of wheels comprising a torque transfer assembly which receives torque and which has a first mode of operation in which said torque transfer assembly selectively increases torque to a slower pair of wheels upon a sensed slip condition, and which assembly further has a preemptive mode of operation which occurs only after the first mode of operation has occurred.
22. (New) The four wheel drive assembly of Claim 21 wherein said preemptive mode terminates after a certain period of time has elapsed without an occurrence of a sensed slip condition.
23. (New) The four wheel drive assembly of Claim 22 wherein said certain period of time comprises about thirty seconds.
24. (New) The four wheel drive assembly of Claim 23 wherein said preemptive mode again occurs upon a sensed occurrence of a slip condition after said certain period of time.
25. (New) The four wheel drive assembly of Claim 21 wherein said preemptive mode terminates upon an attainment of a certain vehicular speed and an attainment of a certain value for a predetermined attribute.

26. (New) The four wheel drive assembly of Claim 25 wherein said certain vehicular speed comprises a speed of about twenty-five kilometers per hour.

27. (New) The four wheel drive assembly of Claim 26 wherein said predetermined attribute comprises a difference in a speed of a first axle and a speed of a second axle.

28. (New) The four wheel drive assembly of Claim 27 wherein said certain value comprises about two kilometers per hour.

29. (New) A four wheel drive assembly for a vehicle having two pairs of wheels comprising a torque transfer assembly; and a controller which is coupled to said torque transfer assembly and which senses the wheels being on a surface having a low coefficient of friction, and which controller increases torque to a slower pair of wheels upon a sensed slip condition after the coefficient of friction of said surface is sensed.

30. (New) The four wheel drive assembly of Claim 29 wherein said controller senses the wheels being on said surface by sensing an occurrence of a slip condition.

31. (New) The four wheel drive assembly of Claim 30 wherein said preemptive slip control mode of operation ceases upon an occurrence of a predetermined condition.

32. (New) The four wheel drive assembly of Claim 31 wherein said-predetermined condition comprises a certain vehicular speed in combination with a certain wheel speed value.

33. (New) The four wheel drive assembly of Claim 32 wherein said certain vehicular speed comprises about twenty-five kilometers per hour.

34. (New) The four wheel drive assembly of Claim 33 wherein said certain wheel speed value comprises a difference between a speed of at least one front wheel and a speed of at least one rear wheel.
35. (New) The four wheel drive assembly of Claim 34 wherein said difference comprises less than about two kilometers per hour.
36. (New) The four wheel drive assembly of Claim 35 wherein said preemptive mode terminates after a certain period of time.
37. (New) The four wheel drive assembly of Claim 36 wherein said certain period of time comprises about thirty seconds.

Respectfully submitted,



---

Frank G. McKenzie, Reg. No. 29,242  
(734) 542-0900

MacMillan, Sobanski & Todd, LLC  
One Maritime Plaza, Fourth Floor  
720 Water Street  
Toledo, Ohio 43604